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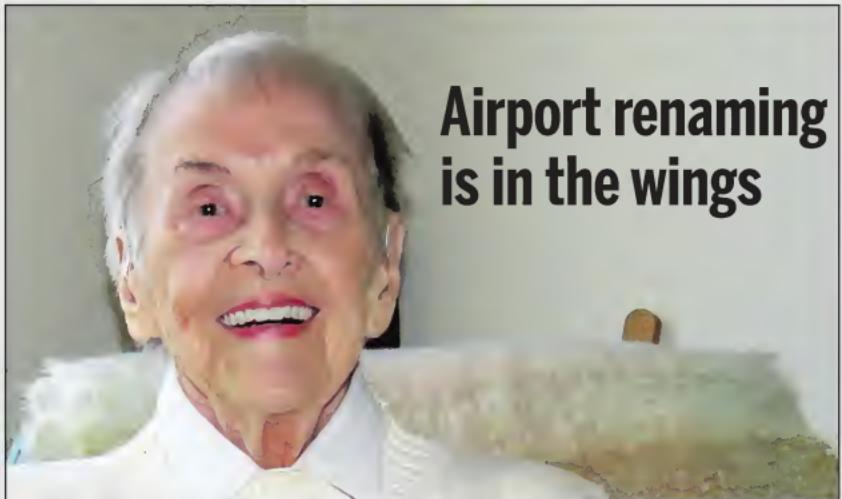
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The Flying Housewife

GREG FURNINGER
QMI Agency Niagara

She never, ever wanted to set foot inside an airplane — but today, Dorothy Rungeling is perhaps the most celebrated woman in Canadian aviation.

She was the first Canadian woman to hold an airline transport licence, the first to solo in a helicopter, she earned numerous air race trophies and she earned the Amelia Earhart Medal.

She's been called Canada's Flying Housewife.

But to many people Rungeling, who turns 104 in May, is simply Pelham's sweetheart who has lived a storied life, not only as a pioneer for female aviators, but as an entrepreneur, a musician, author and painter.

The next chapter in her life could see the small south Pelham airport where it all started renamed Niagara Central Dorothy Rungeling Airport.

"It was nothing but surprise," she says of hearing the suggestion recently.

"It never occurred to me that that would happen."

Rungeling, the adopted daughter of noted Canadian poet Ethelwynn Tereber, started flying in 1948. After numerous "firsts" she earned her licence on Aug. 10, 1949.

"Why did I want to fly? I didn't. I was scared to death of it," the spry woman says.

She recalls one day she went to then-named Welland-Port Colborne Airport in the Pelham. Her husband Charles and her five-year-old son went for a sightseeing flight.

"I thought I'd never see them again when they left the ground. I was just praying all the time that they'd get back again."

Back safely on solid ground, she recalls "Barry looked at me and said, 'OK, Mommy, it's your turn now.' What do you

do in a case like that?" she asks with a chuckle.

"So I went, and was completely captivated."

Instead of the view, she was more interested in the plane's instrument panel, curious about the gauges and wanting to know more about their relevance to flight.

"So I had to go again, and that started it rolling."

Born in 1911, in her younger days she trained horses, shot skeet and rode a motorcycle — another rarity among women in those days. Was she a young rebel?

"You'd almost think so," she says with a grin.

But playing clarinet in the Ridgeville Band — she also played saxophone, violin and harmonica — Charles came along one night and asked her to dance.

It was the 1930s, and the start of a lifelong love affair with a man who encouraged her to fly.

"It wasn't simple they say, but we can business that evolved into a Welland garage called County Motors, a business for British cars such as MGs and Packards."

The same year, Rungeling obtained her private pilot's licence, her husband bought her a two-seater Luscombe Silvate A8 plane. She traded it the next year for a four-seat Piper PA 20.

By 1951, she had made her first long-distance flight, to Cochrane and back.

Around that time Rungeling, then a member of the Ninety-Nines — a sorority of sorts for pilots that was founded by Amelia Earhart in 1929, its name helieved to derive from the number of women who first joined the group — began competing in air races.

"I didn't get a licence, I could have. Bell helicopter company said if I would come to Texas they would put me through free, all the flying

Rungeling had seen an ad about an air race that piqued her interest.

"Charlie said, 'Why don't you go in it?' That was the start."

She was often the only female among a pack of 20 to 30 men who would race coast to coast in speed-handicapped planes, usually covering distances of 4,000 kilometers.

She competed three times in the All-Woman Transcontinental Air Race — nicknamed the Powder Puff Derby — across the U.S. At one time, she and her co-pilots wore matching uniforms, "To hell with 'housekeeping,'" she laughs.

She's not sure what people thought when they heard of her and her aeronautical exploits.

"Probably they thought I was a little off," she quips.

Rungeling also competed in short-distance precision flying competitions, winning the Governor General's Cup at the Canadian National Exhibition in 1953 and 1955.

She loved the thrill of racing. "There's a lot of fun," she says. "I guess it's just like any other sport — hockey, baseball — people get involved and just stay there."

During her competitive years, Rungeling marked many significant milestones. She earned her commercial pilot's licence in 1951, instructor's certification in 1953, her senior commercial pilot's licence in 1957, and her airline transport licence — the first Canadian woman to do so.

"Her driver's licence is good until this summer, but she has recently stopped getting behind the wheel."

It was also in 1957 that she became the first woman to pilot a helicopter solo.

"I didn't get a licence, I could have. Bell helicopter company said if I would come to Texas they would put me through free, all the flying

free for my ticket, but it would mean I would have to spend a month down there and I just couldn't see leaving family and friends, so I didn't go. So I didn't get it."

"I still have all my licences," she says, "then adds with a smile: 'I don't mean they're still valid.'

During her flying days, Rungeling also owned a Cessna 170, Cessna 172, Piper Pacer and a Beech Bonanza.

On the ground, she played instrumental roles in local aviation.

In the 1950s, she was appointed business manager of the flying club at the airport, and for 10 years she helped preserve a difficult financial mess. Welland's mayor in 1954, Alex McCrae, credited Rungeling with being instrumental in the survival of Welland airport.

"Well, I guess that kind of fits with what's going on today," she quips.

Also in the '50s — a first for eastern Canada — she ran an effort to raise an air raid shelter, which she stopped to stop the huge mess of the Atlas Steel plant.

It was something becoming popular south of the border. In this case, and with the backing of the Ninety-Nines who proposed to do all the work, "Welland" and an arrow was painted to guide wayward planes to the nearby runways.

"But Atlas Steels didn't like that idea. They said 'we're not going to have any workers left off the job if we stop painted it,' she recalls.

"Not too long after that, a chap came in and said it saved his life. He was in a storm and he had no idea where he was and was just going to sit down in a field ... when he saw the Atlas sign and he came into Welland."

A thank-you letter from that pilot was passed in one of Rungeling's two newsprint-sized scrapbooks, which she has donated to the archive at Brock University in St. Catharines.

Also in those books are news clippings, photos and tear-off sections from her days when she was paid to write a weekly col-

PELHAM NEWS ■ THURSDAY, MARCH 19, 2015

umn for *The Welland Tribune* that kept readers informed about news at the airport, the gossip, plus tips on learning to fly. Then managing editor Tommy Morrison dubbed her "the aviation editor."

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"It was in once and that was enough," she says with a laugh about her two-year term in its early stages.

She tried her hand at golf. It didn't last long.

"My motto was if I flew an airplane like I golfed, I'd be dead years ago."

She stopped flying in the early '60s when she and Charles, who she has died, got more active in sailing.

In the years since, Dorothy Rungeling has continued to be showered with accolades.

She was awarded an Amelia Earhart Medal in the early '80s in recognition of all her achievements, and in 1998 she was inducted into the International Forest of Friendship in Aitkison, Kan., Earhart's birthplace and site of a massive grove of trees from all 50 U.S. states.

In 2003, she was inducted into the Order of Canada.

When the Canadian Forces' Snowbirds precision flying team performed from the local airport in 2008, they created a smoke heart dedicated to Welland.

Two years later in 2010, and with support from the Ninety-Nines, Post issued a stamp honouring Rungeling through its special picture postage program.

Next, a possible renaming of the airport from where her aviation story starts.

"Dorothy is a treasure in our community, and there's just

not enough ways to remind people what she's done," says Carolyn Botari, a Pelham history buff who has been pushing for the airport honour.

Botari, who said she got involved recently with an application to Pelham town council to support the name change, said it would be "one more first" among many firsts for a woman.

"The whole story of what Dorothy has done for aviation and for women is amazing," she says.

"I'm pretty sure this will be the first airport named after a woman in Canada."

"It's a good idea," says Ryhak. "It's an idea that has sitting in the back of my mind for some time."

He credits Botari for giving the commission the "nudge" to move forward.

The municipal councils of

Welland, Pelham, Port Colborne and Wainfleet have all given support to the commission to move forward with the Niagara Central Dorothy Rungeling Airport name.

A private hill is expected to be co-presented by Welland NDDP Cindy Forster and Niagara West-Glanbrook MPP Tim Hudak on behalf of the commission, because the airport is located in two ridges.

"I'm happy to do this," Forster says, "and I think it's great if you're reading the narrative on Dorothy."

The hill is expected to take the same amount of time to move through the legislature as would a private member's bill. It is hoped to be passed in time for Rungeling's 104th birthday.

"Her story is incredible, I think her story is inspirational," says Barbara Butters, a Port Colborne city councillor and vice-chair of the airport commission.

"I couldn't think of a better honour."

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LOCAL NEWS

■ TRANSIT

Large turnout for GO train rally

RAY SPITERI

QMI Agency Niagara

Many students want to come to Niagara, but they have no way to get here, say officials with the region's two post-secondary institutions.

"Right now, in the GTA, in the four colleges in Greater Toronto, they're over-crowded, they're running students back," Niagara College President Dan Patterson said.

"Students want to come to Niagara, but they can't because they don't have daily GO service."

More than 100 people, including Niagara politicians, business and community leaders, attended a rally inside the Via Rail train station on Bridge St. in Niagara Falls on Friday. The rally was part of the continued effort to lobby the provincial government to support year-round GO train service in the region.

Friday was also the launch of a social-media campaign giving interested residents a chance to get their message across. Through www.niagarago.ca, residents can send tweets and selfies to Premier Kathleen Wynne, the minister of transportation and other politicians, persuading them to support Niagara's proposal for daily GO train service.

Allan Schmidt, chair of Niagara College's board of governors, said statistics show many people have applied to the school, but don't end up enrolling because they don't have viable transit options to get here from Hamilton or Toronto.

"The majority of Brock students actually come from outside Niagara region, mostly from the GTA, Hamilton, those areas," said Drew Waski, vice-president of external affairs with the Brock University Student Union.

"Having this GO train service would be incredibly beneficial to the students, to allow them to commute home ... but it would also impact the decision of prospective students who want to come to Brock University, but don't have a car or don't have accessibility or transportation."

He said bringing daily GO train service to Niagara would also help graduate retention rates.

"Students come to Brock University, set down roots in Niagara and they want to stay here, but unfortunately there aren't jobs for every single student that graduates from Brock, but having this GO train service and giving them the link to Toronto, to Hamilton and beyond would greatly increase the retention rates."

Niagara's 12 municipalities and the

regional government have made year-round GO train service their No. 1 priority and have been working collaboratively to make a business case for trains connecting Niagara Falls to Toronto through Hamilton, with stops in St. Catharines and Grimsby.

Last fall, Wynne expressed support, in principle, for extending GO train service to the region, but directed Niagara officials to work with Metrolinx, GO Transit and the Ministry of Transportation to develop a business case.

The business case is expected to be presented to Wynne in April.

St. Catharines Liberal MPP and cabinet minister Jim Bradley was one of several politicians to speak during Friday's rally.

Niagara Falls Mayor Jim DiDiodati, Niagara Mayor Walter Sendzilowicz, Niagara Regional Chair Alan Caslin and Niagara NDP MPP Wayne Gates were the others.

"What we see here today, which doesn't always happen, is we see a unified Niagara. We see people from all over Niagara," said Bradley.

During last year's provincial election, Bradley said "I can see it coming in 2015" when speaking about year-round GO train service in Niagara.

"I hope so, but we shall see," he said to QMI Agency Niagara after the rally, when asked if 2015 is still a realistic target. "That business case is going to be extremely important."

Bradley said the minister of transportation understands how important the GO issue is in Niagara.

"He is looking forward, as the premier is, to the case being built here, a business case."

"Many of the people who are here today from the business community, within their own business, they have to justify whatever they're going to do in a business case, and they understand that infrastructure is there, contributing to making that business case."

Larry Vaughan, of Ground Aerial Maintenance, said having daily GO train service in Niagara would help his business, and many other businesses in the region.

"I can't have my people and my equipment tied up on the highway. I have to get them moving, I have to be able to access Toronto," he said.

Schmidt, who is also chair of the Wine Council of Ontario, said there are almost 100 wineries along the wine route between Niagara and Niagara Falls.

"These tracks right behind me go right through the middle of that wine route.



Politicians, local business leaders and supporters packed the Via Rail station on Bridge St. in Niagara Falls Friday as advocates rallied for daily, year-round GO train service into Niagara.

Most of the wineries are only minutes off of these tracks," he said.

"For most of those wineries, it is critical to have those tourism wine sales to sustain not only

their business, but for us to continue to sustain the viability of the greenbelt, which are we proud to be a part of and be in."

"But we don't just have to make

it green, we have to make it grow. GO will make it grow."

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Yet more capital improvements in 2015

DAVE AUGUSTYN
For Pelham News

Last week I wrote here about some of the major projects in the town's 2015 capital budget. Here's some more information about other planned improvements.

Roads, bridges, sidewalks and trails
Pelham continues to invest in our infrastructure. Council approved the final phase of reconstruction of Highland Ave., from Elizabeth St. to Canboro Rd., including a new waterline, sewer laterals (as needed), and an improved stormwater sewer system.

After starting at Pelham Rd. a few years ago, we will reconstruct the next section of Eiffeling St., from Metler Rd. to about 500 metres south.

The town continues to evaluate all bridges throughout Pelham. In this case we will replace the corrugated steel "bridge" on Sewnill Rd., just east of Centre St., with a new concrete structure.

Council approved funds to construct the missing section of sidewalk on the west-side of Church St. from where it ends (near 1010 Church St.) to the railway track.

Council approved building the next section of the popular trail along the former TH&B Rail line from Centre St. to Murdoch St.

More parks and recreation improvements

After starting to reconstruct new playgrounds and sports fields and baseball diamonds, we continue to invest in Pelham's recreational and cultural facilities.

We will continue to work with Royal

Canadian Legion, Veterans Affairs, restoration professionals and interested residents to develop the best plan to restore the First World War cenotaph and German mortar at Old Pelham Town Hall.

In collaboration with the Pelham Tennis Association, council approved funding to help resurface the well-used tennis courts at Centennial Park.

To keep the decades-old promise on the site, council approved funds to design and build the Linda Park neighborhood park. The town will invite participation of local residents in the design process.

To help it easier to organize events and festivals, council approved the installation of a new power supply on Pelham St.

New pumpers and other improvements

We continue to invest in the Pelham fire

service and in other areas.

Because fire station No. 2's 23-year-old pumper is ready to become a secondary service vehicle, council approved the purchase of a new pumper. Members of the fire service will help customize the new vehicle. The town will sell the existing secondary pumper.

Council also approved funding for new firefighter bunker gear; an evaluation of the Dufferin Drain watershed; fixing up the service club sign; and new amenities to town, and replacing some furniture and equipment at Old Pelham Town Hall.

I look forward to working together with you on these and other improvements in 2015.

You may contact Mayor Dave at mayordave@pelham.ca or read past columns at www.pelhammayordave.blogspot.com

Skip Gillham
Special to QMI Agency Niagara

The Norwegian freighter Thorfrid was only two years old when it came through the newly opened St. Lawrence Seaway in 1959. The 148.57-metre long by 19.57 metres wide cargo carrier had been built at Goteborg, Sweden, in 1957.

After its inland voyage, the vessel spent most of the rest of its career in saltwater service but was back through the Seaway in 1968. It was sold and re-registered in Hong Kong as Angelina in 1969 and, ten years later, it became Man An for Golden Alpha Navigation.

Man An was anchored at Singapore when a fire broke out on the bridge on Oct. 19, 1982. The blaze did extensive damage to the structure and equipment with the result that the vessel was declared a total loss.

It remained idle until March 2, 1983, when the former Great Lakes visitor was taken in tow for Ko Sichang, Thailand, and was hauled up there until a berth at the scrapyard in Srichas, Thailand, was available and the ship was brought there to be broken up.

Shipwrecks – Thorfrid



Thorfrid in the Welland Canal in 1959 in a photo by Tom Fraser.

PHOTO COURTESY OF MARTY FRASER

Heart, Boston head to casino in June

QMI Agency Niagara

Classic rock will rule Niagara Fallsview Casino Resort's Avalon Ballroom this June.

Boston, John Kay & Steppenwolf, and recent Rock & Roll Hall of Fame inductees Heart will all perform at the 1,500-seat theatre.

The month will also see visits by Richard Marx, Spirit of the Dance and Steven Ma & Susanna Kwan.

Heart will do two shows, June 25 & 26. Tickets start at \$50.

Boston will perform June 3 and 4, with tickets starting at \$40, followed by John Kay & Steppenwolf June 5 and 6, with tickets starting at \$35.

Richard Marx performs June 27 (starting at \$25), while Spirit of



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Brock thins board of trustees

Brock University is reducing the size of its board of trustees.

The university announced the governance reform Friday in

a news release, saying the size of the board will shrink from 32 to 15 members over the next three years.

The release says it is the kind of change seen in many North American universities to make their leadership

bodies more effective and accountable.

The bulk of the members will continue to draw from the community and will sit beside a handful of faculty, university staff and student body members.



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RECREATION PROGRAMS & CLASSES

Zumba Classes @ Pelham Arena

Tuesday, March 24	9:30 – 10:30 am
Tuesday, March 24	7:00 – 8:00 pm
Wednesday, March 25	7:30 – 8:30 pm
Thursday, March 26	10:00 – 11:00 am

Walking Club - Everyone is welcome! – March 24 & March 26

Interested in joining a Walking Club? Then join ours! Tuesdays at Pelham Arena from 9-10am & Thursdays at Fonthill Bandshell from 9-10:30am. For more information, please contact (905) 892-2607 ext. 329.

Arena Programs

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Sunday Mar 22 1:00-2:20 pm	Thursday Mar 26 1:00 – 2:00pm	Tuesday Mar 24 1:00 – 2:00 pm	Tuesday Mar 24 8:00 – 9:00 am	Monday Mar 23 9:30 – 10:45 am	Thursday Mar 26 9:30 – 10:30 pm	Monday Mar 23 11:00 – 12:00 pm
Friday Mar 27 4:00 – 5:00 pm		Friday Mar 27 10:00 – 11:00 pm	Friday Mar 27 9:00 – 10:00 am	Thursday Mar 26 10:30 – 11:45 am		Thursday Mar 26 2:00 – 3:00 pm
8:00-9:30 pm						

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LOCAL NEWS

■ **WRCC:** Leasing opportunities being explored

Welland could host FlyBoard Niagara

MARYANN FIRTH

QMI Agency Niagara

Local adrenaline junkies could be in luck.

Welland Recreational Canal Corp. is in talks to bring FlyBoard Niagara to the Rose City.

Once located at the Greater Niagara Boating Club in Niagara Falls, the company — which has participants riding a waterjet-powered board into the air — is looking for a new home and believes a spot on the Welland Recreational Canal may be just the right fit.

WRCC executive director Stephen Fischer provided an update on talks with the company Saturday during a special town meeting.

The sport creates "very little noise, very little wake," he said, and has no power requirements as the board runs off a modified jet ski engine.

It would not interfere with the canal's rowing courses.

Two proposed locations are under review, directly behind city hall and at Merritt Island in the waterway across from the Welland Canal.

Minimal equipment would be locked up on site and the remaining items are taken to and from the location each day by FlyBoard staff, Fischer said.

The company also has its own liability insurance, he added.

The only requirement Fly-



In this Tribune file photo, Tyler Bagshaw, 17, performs a trick while riding a flyboard on the Welland River in Niagara Falls.

PHOTOS BY DAN DAKIN/QMI AGENCY NIAGARA

Board Niagara has is that a change room and washroom

to Welland council at a later date.

A report outlining the leasing options is being prepared and will be presented

to Welland council at a later date.

maryann.firth@summa.ca

Twitter: @mfirthtribune

the company had 480 people use its services last year.

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to Welland council at a later date.

"I can't think of any reason why this wouldn't be an allowed use," he said, adding it would mean increased revenue for the city through the leasing opportunity.

It costs \$1,000 for 30 minutes on the board, though a local rate of \$100 for 30 minutes is also available, Fischer said.

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In this Tribune file photo, Tyler Bagshaw, 17, performs a trick while riding a flyboard on the Welland River in Niagara Falls.



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■ REGION

Criticism, praise for surpluses

ROB HOULE

QMI Agency Niagara

While it caused outrage for one councillor, it received praise from others.

Niagara Region's corporate services committee endorsed staff recommendations Wednesday to slide \$4.567 million in 2014 budget surpluses into reserves.

While most councillors on the committee spoke in favour of the shift to reserves and praised staff for "fairly accurate budgeting," St. Catharines regional Coun. Andy Petrowski was the exception.

"I would like to say we have collected from the taxpayers — commercial, industrial, residential — over \$4.5 million in 2014 for those various rate-supported programs which we didn't need to spend in the end," he asked Helen Chamberlain, the Region's director of financial management and planning and deputy treasurer.

"That's correct," Chamberlain answered.

"Folks, that's a huge dollar amount," Petrowski said.

He said the money, rather than be transferred to reserves to cover future shortfalls, should be returned to taxpayers.

"You know, when I go to the store and I overpay for something and I bring back my receipt and I say, 'You overcharged this,' I get back the five dollars."

"We're putting all this pre-paid taxes into these reserves ... what kind of comfort will I have that all this money will go back to the taxpayer? ... What kind of comfort level will we have are not going to over-collect \$4.6 million again from taxpayers?"

"That's the story that should be in the newspaper," he said. "Region overcharges \$4.6 million. How are they going to do a better job of not overcharging our taxpayers?"

Chamberlain countered Petrowski's overcharging claim by explaining the bulk of the surplus (\$3.56 million) came from waste-management operations as a result of increased revenue from recycling and an arbitration award from Stewardship Ontario.

"That accounts for more than half of the surplus that was realized," Chamberlain said. "So those were not items that came from taxpayers."

St. Catharines regional Coun. Bruce Timms praised staff for coming in to his budget projections.

"This is a small surplus," Timms said. "And the headline in the paper should be something about good management and good policy produces small, tiny surpluses."

St. Catharines regional Coun. Brian Heit said money in reserves is eventually returned to the taxpayer one way or another.

"Every dollar we put in reserves eventually gets back to them," Heit said. "Whether it is this year or next year, they help keep taxes down, so having a reserve is not a bad thing, it's a good thing."

Heit noted municipalities in Canada, unlike their counterparts in the U.S., are not allowed to budget deficits.

"This is a good news story, not a bad news story," Heit said.

Lincoln regional Coun. Bill Hodgson said reserves are a must for a co-operation the size of Niagara Region.

Spinal Decompression

New Technology Eliminates Neck and Back Pain



Taylor Chiropractic Offices, located in Welland, is headed by Dr. Scott Taylor. Dr. Taylor specializes in providing proven, safe and effective non-surgical options to patients who are experiencing serious, chronic back and neck pain.

Dr. Taylor uses Spinal Decompression technology for back pain due to herniated/bulging discs, degenerative disc disease, sciatic leg pain, facet syndrome, and more.

In the past, a patient suffering from disc problems would exhaust options, including several medications and physical therapy, and when they were not progressing, they were sent for spinal surgery.

Chiropractic care proved extremely helpful in many cases, yet there have been some cases when surgery seemed to be the only other option.... until now.

Since its release, clinical studies have shown a good success rate in treating lumbar and cervical disc-related problems.

Spinal Decompression Therapy provides relief to severe back and neck pain sufferers by gently reducing the pressure within spinal discs and providing the patient with gentle and painless decompression of the injured discs.

The process takes place over a series of treatments. The bones of the spine are slowly and methodically separated until a vacuum is formed. This vacuum "pulls" the gelatinous centre of the disc back inside, thereby reducing the disc bulge or disc herniation. Significant disc bulge reduction removes pressure off the spinal nerves and drastically reduces pain and disability. This vacuum also pulls much-needed oxygen, nutrients, and fluid into injured and degenerated discs allowing the healing to begin. Dr. Taylor also uses light force instrument adjusting which is very effective and accurate. (www.activator.com) This treatment corrects other underlying problems that have often resulted in the spinal condition, as a part of your care.

To schedule your personal consultation and examination, please contact

Taylor Chiropractic Offices at **905-734-4515**.

Decompression therapy on my back and my neck changed my life. When I first came to the office I was very sceptical of how this machine would help my back. I had to try something. X rays confirmed the degenerative discs in my back and neck. Surgery for my back was out of the question, and taking pain relievers for the arthritis that had set in my neck, arms and hands would become habit forming and more and stronger pills as my system became used to them.

Getting out of bed was a difficult task and walking for more than ten minutes was impossible. I saw the Dr. Scott Taylor placed for decompression therapy. The photo of the office and staff was very inviting. Approximately nine months later - I am pain free and doing all the things I used to do, ride my bike, go for long walks - thanks to the caring staff of Lena and Amy who made my visits pleasant, comfortable and thanks to Dr. Scott Taylor.

Decompression Therapy does work.
Sincerely



Donna Mikau

In 2009, a lot of very strange symptoms started to arise. I had severe pain in my neck and back, I had trouble breathing, I had trouble sleeping and stability in my legs. I had to stop playing all of my sports, and was put on pain medication, went through multiple procedures with many specialists. Tests brought the same results - nothing wrong. I was ready to give up, till my sister-in-law insisted that I see Dr. Taylor. Upon seeing my back problem, problems were evident, and finally had a name, and miraculously a cure.

I started decompression and was pain free the next day after my first appointment. I could feel the carpet under my feet something I hadn't felt for nearly a year. After a few months of decompression treatments I was able to start weaning myself off pain medication and finally walk myself into my appointments. After many months of spinal decompression I was able to get back on the ball field, back on the ice and the volleyball court. All my athletics were possible again - my quality of life was back and all thanks to spinal decompression and Dr. Taylor's confidence in me.

Brittney Radziszki (Bergati)



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LOCAL NEWS

PUBLIC HEALTH

Measles outbreak over in Niagara



BOB TYNCZESZNY/QMI AGENCY NIAGARA

Dr. Valerie Jaeger, medical officer of health for the Niagara Region.

ALISON LANGLEY
QMI Agency Niagara

The incubation period for the measles outbreak in Niagara is over, but public health officials say now is not the time to be complacent.

All told, there were six confirmed measles cases in Niagara, all involving unvaccinated people under the age of 30.

Dr. Valerie Jaeger, Niagara's medical officer of health, said the generally accepted incubation period for measles is 21 days.

Based on the last confirmed infection on Feb. 10, the incubation period ended March 3.

"And we're 11 days past that now," Jaeger said Thursday.

While the threat may be over, Jaeger is still encouraging residents to be vaccinated. The best way to

protect against the illness, she said, is to ensure vaccinations are up to date.

She credits public health staff as well as both school boards with helping to keep the recent outbreak of the highly-contagious disease to a minimum.

"We were very successful in containing the spread."

Vaccination clinics were held across the region after the first case of measles was confirmed Feb. 3.

Jaeger said 367 people were vaccinated at public health clinics.

Also, the health department distributed 4,826 doses of the MMR — a vaccine against measles, mumps and rubella — to local health care providers in February.

"In perspective, we usually send out 1,000 doses a month so that's a big increase over our usually monthly distribution," Jaeger said.

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LOCAL NEWS

■ HOMELESSNESS



Kevin Collins at Brock university where students were camping out to experience homelessness.
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to do this."

Collins was one of about 20 Brock students who have slept outdoors in a long row for the past four days to help raise awareness about homelessness and support Community Care of St. Catharines and Thorold.

Brittany Smith, vice-president of human resources for Brock's Business Student Association, said the annual event over five days and nights specifically attempts to draw attention to the plight of youth homelessness.

"We are talking about young people who don't have a choice or someone to turn to or a place to go," she said.

The students were collecting donations on campus for Community Care as well as online at www.5days.ca/brock/donate.

Student Melissa Trapani said the warming weather made the week easier, but it was still a trial.

"We are not allowed to go home to get anything, or shower or whatever," she said. "So really, none of us have showered for the week. It's really awful not being able to brush your teeth."

However, Trapani said, as difficult as it is, she knows it ends for her on Friday. People who are really homeless don't have that luxury.

For someone like Collins, who lives outdoors because it is cheaper than paying rent, daily activities like showers happen in the university gym.

He said unlike some homeless people, he is prepared to manage the cold and the elements. He has proper sleeping bags, tent and clothing. Others are not so lucky.

The event ends Friday, but donations to Community Care can still be made online until the end of the month.

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MUNICIPAL FINANCE: Who are the big spenders on taxpayers' dime?

Petrowski tops in remitting Niagara Region expenses

ROB HOULE
QMI Agency Niagara
His expenses are a reflec-

tion of the job he is doing.
So says St. Catharines Coun.
Andy Petrowski, who topped
Niagara Region councillors in

approved cost per mileage

that takes into account main-
tenance and everything else,"

according to Niagara Region

corporate services committee

meeting Wednesday, where

a report on councillor remu-

neration and expenses was

released.

"I'm attending to con-
stituent concerns all over the
region. And it would be nice,
perhaps, if they were addressed
by their local rep-
resentatives, sure. But when I say,
'What happened?' they tell me, 'I'm not getting serv-
ice.'

"I don't mind hopping in
my car to go look at a pothole
or mad crack or whatever."

The mileage rate at the
region is 54 cents a kilometre
for the first 5,000 kilome-
tres and 48 cents a kilometre
beyond 5,000.

Petrowski's total regional
expenses in 2014 were \$2,667
higher than Niagara Falls Coun.
Selina Catlin's, who was
reimbursed \$55,736.

Former regional chair Gary
Burroughs was by far the
leader when it came to total
pay and expenses to region
politicians in 2014.

Burroughs was paid
\$119,789 as chair and \$6,562
for sitting on the Niagara
Regional Police services board
for a total of \$126,352, result-

PELHAM NEWS ■ THURSDAY, MARCH 19, 2015

ing in benefits of \$16,073.

Burroughs was reimbursed
a total of \$29,325, which
includes a \$1,000 vehicle
allowance in lieu of mileage.

St. Catharines Coun. Bruce
Timms was tops among
regional councillors in remu-
neration and expenses —
\$51,219.

That figure includes the
\$14,029 he received for chair-
ing the Niagara Peninsula
Conservation Authority board.

At the other end of the spec-
trum, former Welland mayor
Barry Sharpe submitted the
lowest claim for regional
expenses — \$758.

TOPS IN PAY AND EXPENSES

**For the 12-month
period Jan. 1, 2014,
Dec. 31, 2014**

YANCE BADAWEY.

-\$25,990.14 (regional
council), \$6,562.69 (police
board) = \$32,552.83 +

(\$1,000 vehicle benefit);
\$1,656.76 (municipal);

\$4011.12 (other) = \$2,057.87
(total regional expenses);

other expenses \$769.31
(NPRA); \$437.29 in total
remuneration and expenses.

DAVID BARRICK.
-\$23,459.25 (regional
council), \$1,730.40 (Niagara
Regional Housing board) =

\$31,189.65 + \$6,902.28 (total
benefits); \$961.79 (mileage);
\$1,140.70 (other) = \$2,238.03
(other) = \$4,430.53 (total regional
expenses); other expenses

\$158.76 (NRH); \$4,291.22
in total remuneration and
expenses.

HELEN D'ANGELO.

-\$27,625.88 (regional council),
\$3,291.14 (NPRA), \$2,338.47

(total benefits); \$79.20
(mileage), \$1,119.10

(conference), \$1,015.55
(other) = \$2,203.85
(total regional expenses);

\$40,297.89 in total
remuneration and expenses.

ALAN CASLIN. -\$29,679.21

(regional council), \$7,414.83
(total benefits); \$79.20

(mileage), \$1,119.10
(conference), \$1,015.55
(other) = \$2,203.85
(total regional expenses);

\$40,297.89 in total
remuneration and expenses.

BRIAN BATY. -\$29,459.25
(regional council), \$1,180.69
(NPRA), \$7,761.00 (Niagara
Escarpment Commission) =

\$38,400.94 + \$6,052.84 (total
benefits); \$678.03 (mileage);
\$2,000.03 (other) = \$2,238.03
(other) = \$4,681.26

(total regional expenses);
other expenses \$2,888.61 (NPRA),
\$120.95 (NRH); \$14,068.15
in total remuneration and
expenses.

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LOCAL NEWS

■ FUNDRAISING: Organization meets 2014 funding level

United Way falls short of goal

MARYANNE FIRTH
QMI Agency Niagara

While United Way of South Niagara did not reach its goal, Tamara Coleman-Lawrie still considers this year's fundraising campaign a success.

The executive director of the organization that supports programs in Welland, Pelham, Port Colborne and Wainfleet was pleased to announce the campaign wrapped with United Way able to offer at least the same amount as funding as 2014 to eligible agencies.

"Right now, we're where we were last year," she said of the \$600,000 mark where the campaign sat Wednesday — \$50,000 shy of its target.

"It's a huge relief for us to be at the same level of funding."

During the last few weeks of

the campaign, donations continued to "steadily trickle in," Coleman-Lawrie said. That was assisted by a last-minute plea that called for \$100,000 to be raised in 10 days.

"It was so refreshing for us to see people who are able to step up," she said.

"We're so grateful to the community for their support."

Coleman-Lawrie also recognized the reality that the organization was unable to meet its mark.

While the campaign did receive contributions from several donors, "some accounts and workplace campaigns came in dramatically lower," she admitted.

"We want to make sure that when we do take a step forward, we're not taking two steps back," she said.

She called it an "energizing"

ending to what was a difficult campaign.

"You can start to feel defeated. To see people rally together and do what they could was tremendous to us."

Knowing there are still pledges coming in from the community, Coleman-Lawrie urged people to get the donations into the United Way office to ensure the funds are distributed among the many worthy agencies.

She expects the final total may be closer to \$610,000.

A community investment committee, consisting of 17 people, was selected in November and members began reviewing the 44 funding applications in January.

Each application is carefully analyzed and site visits are made to see agencies when necessary, Coleman-Lawrie said.

The group will be coming together tonight for what she anticipates will be "hours and hours" of discussion to help determine which programs should be funded and to what extent.

"The committee's funding recommendations will then be submitted to United Way's board of directors for approval."

Decisions about which agencies and programs receive funding are expected to be finalized by next week. Funding will begin April 1.

In order to fund the applications received for 2015, United Way would have had to raise more than \$900,000.

An event to celebrate the campaign's wrap-up takes place Friday, April 10, at 6 p.m. at Lakeside Golf Course, 105 South Pelham Rd. in Welland from 7:30 a.m. to 9 a.m.



FILE PHOTO

United Way of South Niagara executive director Tamara Coleman-Lawrie.

unitedway.ca

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dreds of pre-sale tickets which also sold out.

Tickets for the general public went on sale Saturday, with about 500 available by the end of the weekend.

The last single seat sold on Monday.

Meilleur said it's been exciting for the community and local business people, who are thrilled with increased traffic on event nights. When the Performing Arts Centre opens, she said downtown will be jammed.

"I think people in this area are just really desperate for entertainment," she said. "That, coupled with the ability to sell out, is definitely going to attract promoters to the area."

Meilleur said originally Hip and City and Colour previously packed the Meridian Centre in October and February but pre-sale tickets were scooped up the fastest.

karen.walter@sunmedia.ca



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LOCAL NEWS

■ WEATHER: Delayed April start first since 1997

Welland Canal opening put on ice

MARYANNE FIRTH
QMI Agency Niagara

For the first time since 1997, ships won't be moving along the Welland Canal in March.

St. Lawrence Seaway Management Corp. has delayed the opening of the canal due to the large amount of ice in the seaway system and surrounding waterways.

"It's quite rare that we delay the opening," seaway company spokesman Andrew Bogora said of the event that typically takes place in the third or fourth week of March.

While the start of the navigation season was delayed by a few days in March 2014 due to cold weather condi-

tions, the seaway hasn't been forced to push the launch back to April since 1997, he said.

This year, ships will begin transiting the canal April 2.

The opening date is always determined based on the long-term forecast. As the originally-proposed date of March 27 began approaching, ice was not predicted to recede fast enough and the seaway corporation opted to push the date back, Bogora said.

"There's no sense in opening if the traffic is unable to move due to the expansive ice sheet."

The seaway corporation must ensure there is a "sustainable margin of safety" when



Heavy ice has delayed the 2015 opening of the Welland Canal.

BOB TYMCZYNSKI/QMI AGENCY NIAGARA

the canal is opened to traffic.

"Sometimes, as (the launch) gets close, we have to re-assess."

After the long winter Ni-

agara has experienced, the

delay comes as no surprise, he added.

Bogora believes for some

people, the first vessel seen along the canal is a "barhinger of spring. It's something we all look forward to."

Port Colborne's top hat ceremony, which takes place at Lock 8 Park and recognizes the first downbound ship to pass through the canal, is scheduled for April 2 at 8:30 a.m. A traditional top hat is presented to the captain of the first ship to enter the canal from Lake Erie.

A top hat is also presented to the captain of the first upbound ship from Lake Ontario at Lock 3 in St. Catharines.

maryanne.firth@sunmedia.ca
Twitter: @mfdithTribune

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LOCAL NEWS

■ PHOTOGRAPHY: Show runs at Lock 3 canals centre

Young lenses spotlighted at students' exhibit

BOB TYMCZYSZYN
QMI Agency Niagara

Zoie Ward and Pylin Christopher laugh as they struggle to hang and level a framed photo for an exhibition by students from Holy Cross Catholic secondary school.

The pair spent part of a recent Tuesday morning preparing for the exhibit called Old Niagara/Young Lenses, which now hangs at St. Catharines Museum and Welland Canals Centre.

The project began with Catherine Gondola, a photography and English teacher at Holy Cross who gave the teens the assignment.

"Students had done various styles of photography, but not

architecture," she said.

Once Gondola saw the images coming back, she was surprised by their quality and different approaches.

"She thought they should be shown publicly," she said. "She approached the city, where she found a champion in cultural services supervisor Rebecca Cann.

When Gondola told the 10 students their work would be shown, they were thrilled.

"They're over the moon. When I first announced it, they were totally shocked," she said.

"It's been a pretty amazing experience for them and to raise their confidence in the work

they've done."

That's how Grade 12 student Ward feels about the show.

"It's a bit of a surreal experience knowing that the work you put in throughout the year is actually being recognized, that the city will recognize our photography," she said.

"I've always admired how historical and beautiful all the buildings are."

She chose buildings she believed had significant detail and power to their structure.

"I wanted the images to capture the light and the essence of the Victorian era, the architecture and the building," she added.

Ward said the biggest difficulty

was narrowing her list.

"It was really hard coming down to the final two that stood out together, instead of standing out on their own," she said. "There was another photo that I had loved, but the two I finally chose kind of

complimented each other."

Old Niagara/Young Lenses continues until April 12 in the Burgoyne Room.

bob.tymczyszyn@sunmedia.ca
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BOB TYMCZYSZYN/QMI AGENCY NIAGARA

Zoie Ward, left, and Pylin Christopher hang one of the frames in preparation for the exhibit.

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LOCAL NEWS

■ ENVIRONMENT: Monarchs to benefit from plan to delay grass cutting in parts of Port Colborne

Butterfly project begins to take flight

MARYANNE FIRTH
QMI Agency Niagara

The wheels, or wings, are in motion to move an innovative Port Colborne pilot project forward.

The lakeside city's environmental advisory committee hopes to see rural roadside grass cutting delayed during the summer to protect monarch butterflies and their offspring.

The idea was brought to council in September by citizen scientist Patty Moss, who has since been working with the committee to see the project take flight.

Moss spent the warmer months of 2014 collecting data on the black-and-orange butterflies for sev-

eral U.S. universities.

During that time, she was surprised to find hundreds of monarch eggs in milkweed patches along several of Port Colborne's rural roads.

Delaying grass cutting between June and October will not only prevent the eggs from being destroyed, but also provide pollinators the food they need until frost arrives.

The project only impacts a small area, including Pinecrest, Cedar Bay and Weaver Rds. south of Kildaly St. E.

Past monitoring by Moss showed those areas have high densities of monarch butterfly eggs and caterpillars.

And the three-year project will only include roadside areas scheduled to be cut by the city three times annually, not those tended by residents.

Ward 4 Coun. Ron Bodner, while willing to help the butterfly protection, wanted to make sure issues of liability with growing weeds and any concerns of nearby residents and farmers are addressed before the project is approved.

"We need to be certain we have every member of the public canvassed on these roads," he said.

A letter outlining the initiative, he added, should reach each landowner as well as farmers who lease land in the impacted area.

Bodner warned a wet summer could be trouble if weeds grow too high too fast, causing difficulty with sight lines.

If people are not properly informed about the project, he added, they might take matters into their own hands and cut the weeds themselves.

Public consultation is key to success, fellow Ward 4 Coun. Barbara Butters said.

"The most important key of this whole project is the buy-in from the public. They need to understand why we want to do this."

It might take a bit of time for the environmental committee to meet with all land-owners and ensure they

have an understanding of the project, but that's the group's intention, vice-chair George McKibbin said.

Feedback from residents will be summarized and presented to city staff and council.

Bodner said the committee might have better luck if it approaches residents with guidelines for cutting already in mind, including the setback around residential driveways and trail entrances to ensure unobstructed views.

For the city, setting limits with contractors who take care of cutting in rural areas is not an issue, said Ron Hanson, Port Colborne's director of engineering and operations.

Guidelines can be put in place to ensure the sides of the trails are cleared to allow pedestrians to safely cross the roadways.

A motion by Ward 2 Coun. Angie Desmarais to move forward work done by the environmental committee to this point.

It also asked that applicable rules and regulations be regarding the cutting be outlined and brought back to council along with a summary of public comments.

The report is expected to be back before council is about one month.

maryanne.firth@sunmedia.ca

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12 SIERRA 1500 SL EXT 4WD SHORT



Loaded, A/C, C/D, keyless entry, bench seat, 4.8L, hatch, chrome hubcap inserts, chrome wheels, local trade, 46,507 kms. \$6k & 24251A

Was \$25,399 **\$27,999***

12 SILVERADO LT CREW 4WD SHORT



Loaded, 5.3L, power seat, remote start, Bluetooth, fog lights, air bags, chrome hubcap inserts, aluminum wheels, roof rail, 30,111 kms. \$6k & 24489

Was \$34,399 **\$31,999***

12 SIERRA SLE CREW 4WD SHORT



Loaded, bench seat, XTR radio, Bluetooth, fog lights, power seat, aluminum wheels, 6.3L, chrome package, Mich. 36,205 kms. \$6k & 25075A

Was \$36,399 **\$32,999***

12 AVALANCHE LS 4WD 4DR



Loaded, 5.3L, power seats, rear park assist camera, remote start, aluminum wheels, chrome package, local trade, 85,208 kms. \$6k & 23608A

Was \$46,399 **\$27,999***

12 SILVERADO LS CREW 4WD SHORT



Loaded, bench seat, side air bags, leather bucket seats, Bluetooth, Mich. 46,405 kms. \$6k & 25300A

Was \$22,399 **\$21,999***

12 SIERRA SL CREW 2WD SHORT



Loaded, 4.8L, bench seat, 16in. tires, chrome cover, chrome wheels, tinted glass, local trade, 50,012 kms. \$6k & 24724A

Was \$26,399 **\$25,675***

12 SILVERADO LT EXT 4WD SHORT



Loaded, special edition package includes, aluminum wheels, chrome center, chrome package, Mich. 32,540 kms. \$6k & 24672A

Was \$28,399 **\$26,988***

12 SIERRA SLE CREW 1WD SHORT



Loaded, A/C, C/D, 5.3L, keyless entry, bench seat, 16in. post traction, aluminum wheels, local trade, 47,211 kms. \$6k & 24820A

Was \$25,399 **\$23,675***

12 CANYON SLE CREW 4WD SHORT



Loaded, 3.7L, A/C, C/D, aluminum wheels, keyless entry, high cap, local trade, 41,305 kms. \$6k & 24725A

Was \$26,399 **\$22,999***

11 AVALANCHE LT 4WD 4DR



Loaded, remote start, sun roof, power seats, side air bags, bucket seats, XM radio, local trade, 85,123 kms. \$6k & 24682A

Was \$27,399 **\$26,999***

11 CANYON SLE CREW 4WD



Loaded, fog lights, side air bags, 3.7L, aluminum wheels, C/D, Bluetooth, Mich. 112,040 kms. \$6k & 25110A

Was \$22,399 **\$21,999***

2014 CHEVROLET EXPRESS G1500



4.8L, Vinyl floors, air conditioning, rear glass, power windows and locks, Side Airbags, R/R stabil. 22/14 mpg stock #26517

Was \$28,999 **\$26,999***



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